



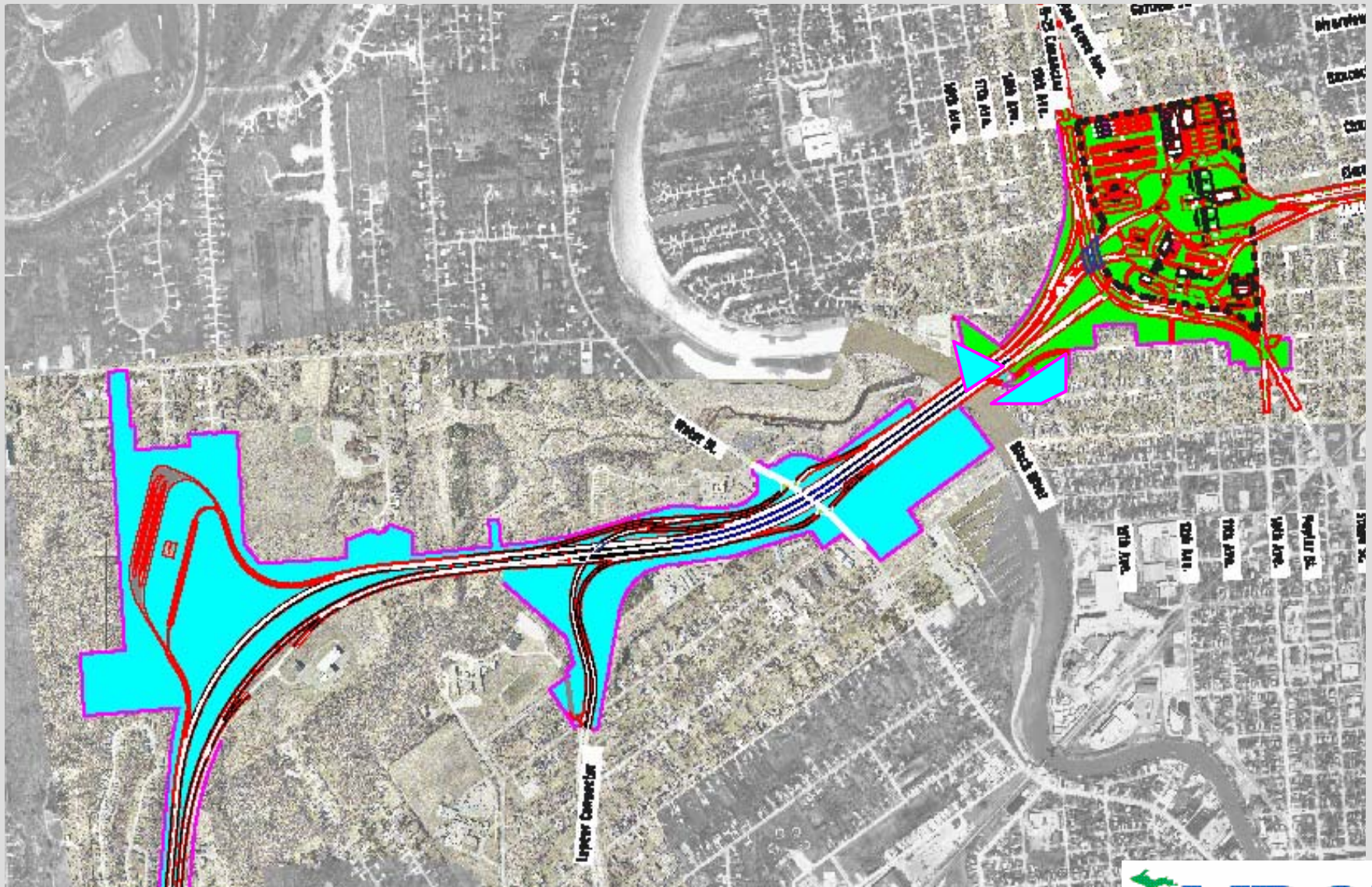
Blue Water Bridge Plaza Study I-94/I-69 Corridor Study Port Huron City Council

January 22, 2007

Introductions & Purpose

- I-94/69 Corridor EA Project Updates
- Plaza EIS Updates
- Discuss Issues of Concern to City
- Discuss approaches to working together

Corridor EA vs. Plaza EIS



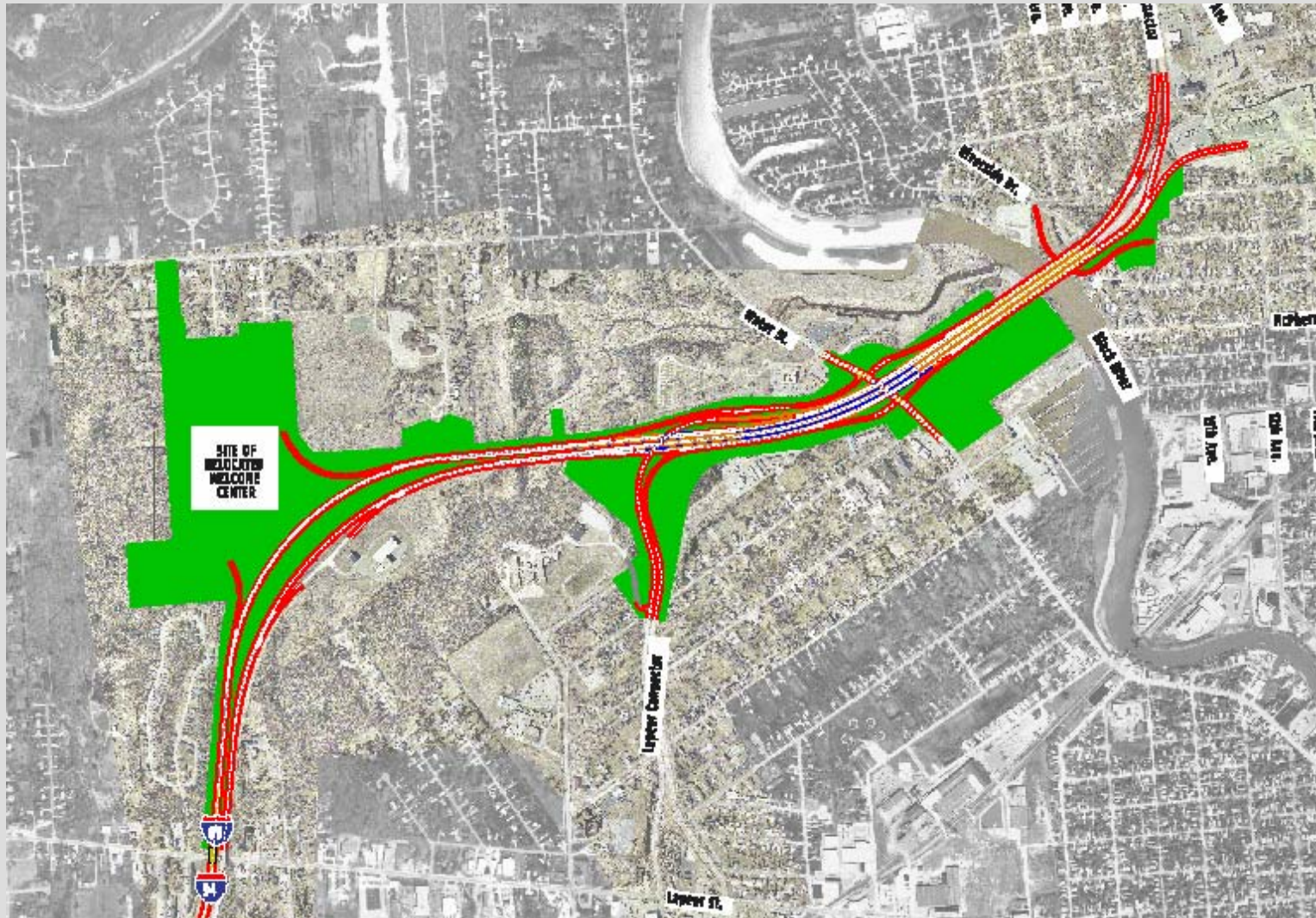
Reasons for improvements

- To support international trade
- To replace the aging Black River Bridge and the I-94/69 corridor
- Separate local and international traffic
- Reduce delays and improve safety
- To create a more visible and accessible Welcome Center

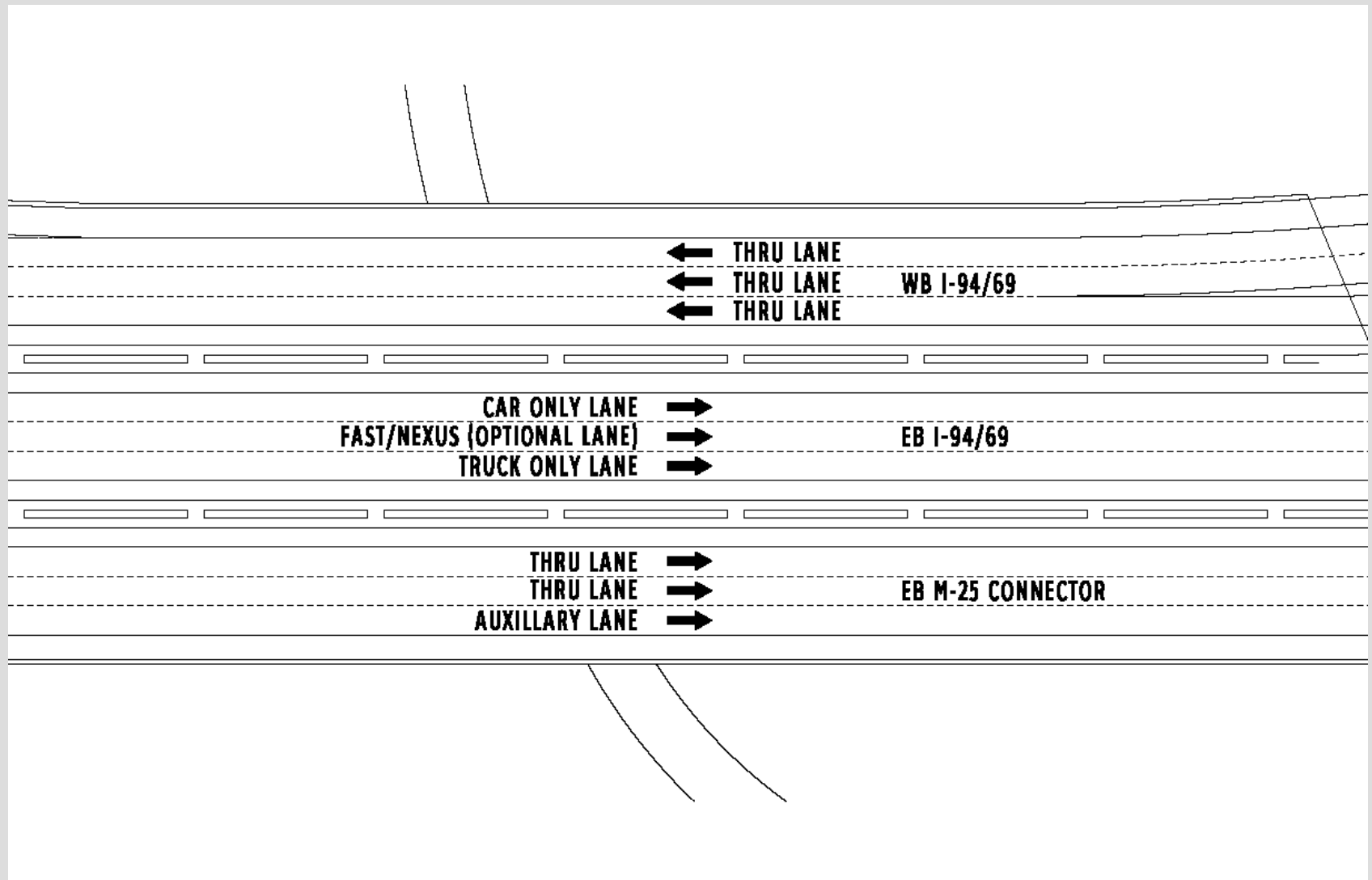
Alternatives Under Consideration

- No-Build
- Upgrade corridor to existing plaza
- Upgrade corridor to tie into PA-4

Corridor Connecting to Existing Plaza



Black River Bridge (Proposed)



Corridor Connection to Plaza PA-4



Summary of Corridor Impacts

- Estimated 28 residential relocations
 - Majority are in area just east of the Black River
- Estimated impacts to 5 business
 - Range from full takes to driveway easements
- Approx. 6 acres of wetland impacts
 - All near Stocks Creek
- 0 cultural resource impacts
- Still evaluating noise and air quality impacts
 - Analysis expected to be complete within the next two months

Recent Activities

- Draft alternatives developed
- Assessing impacts
- Mtgs. with City, and Township officials to review alternatives
- December 7, 2006 public information mtg.
- MDOT Team continues to refine alternatives



EA Next Steps

- Resolve outstanding issues:
 - ❑ Welcome Center
 - ❑ Water Street configuration
 - ❑ Lapeer Connector configuration
 - ❑ Non-motorized crossing of the Black River

Plaza EIS Update



Reasons for Improvements

- Enhance border security
- Improve border processing efficiency
- Reduce border congestion and safety
- Accommodate projected 2030 traffic growth and potential future facility needs
- Increase the competitiveness of U.S., Michigan, and local companies involved in trade with Canada
- Improve access between Port Huron and the plaza

Alternatives still under consideration

- No Build
- Alternative 2
- Alternative 4
- Alternative 3 dropped as a practical alternative
 - Does not meet the U.S. Customs and Border Protection purpose and need



Practical Alternative 2 Blue Water Bridge Plaza Study



Summary of Plaza Practical Alternative Impacts	No-Build	— PA-2	PA-4
Public Recreational Land Impacts	None	None	None
Neighborhoods / Subdivision Impacts	0	3	3
Community Facilities (Churches, Schools etc.) (#)	0	1 Church	1 Church
Estimated Residential Relocations (#)	0	115	94
Estimated Commercial Relocations (#)	0	32	31
Existing Substation	No	Yes	Yes
Historic Buildings/Site Impacts (#)	0	0	1
Residences Impacted by noise levels that exceed noise abatement criteria	162	84	Under Study
8 to 10 foot high perimeter walls/fencing (Miles)	0	1.3	1.3
Potential Contaminated Site Impacts (# of Sites Impacted)	0	20	16
New or Modified Signalized Intersections/Roundabouts (#)	0	9	8
Local Road Closures, Rerouting, or Cul de Sacs (#)	0	13	11
Plaza Right-of-Way including existing plaza and plaza ramps (acres)	18	95	64
Roadway Right-of-Way including existing roadway re-use (acres)	0	211	193

BWB Plaza EIS Recent Events

- February 2006 – CBP reviews preliminary draft EIS and asks MDOT/FHWA to consider new alternative
- July 2006 – GSA/CBP submit requirements for new alternative (Alternative 4)
- September 2006 - MDOT releases Alt. 4 for public comment.
- November 2006 - CBP, GSA, FHWA, MDOT concur on Alt. 4 footprint.
- November 2006, MDOT identifies Alt. 4 as currently best meeting needs of federal agencies.
- January 2007, MDOT drops Alternative 3 from further consideration as a practical alternative.



Key Project Impacts Under Study

- National security and emergency management
- Community and Neighborhood Impacts
- Economic Impacts
- Impacts on local governments and public services – safety and emergency management
- Environmental Impacts
- Indirect and Cumulative Impacts
- Construction Impacts

Blue Water Bridge Plaza Next Steps

- Support creation of local/state task force to address impacts
- Complete Draft Environmental Impact Statement
- Initiate property acquisition program (3 yr. process)
 - First priority on the I-94/I-69 Corridor Project
 - Second priority on commercial properties in both plaza alternatives
 - Third priority on residential properties in both plaza alternatives
- Continue project information dissemination



Current Plaza Project Schedule

- Draft EIS released – Spring/Summer, 2007
- Public Hearing – Summer, 2007
- Property Acquisition – 2007-2010
- Final EIS released – Spring/Summer, 2008
- Public Hearing - Summer
- Federal Approval – Fall, 2008
- Utility Relocations – 2008-2009
- Design - 2008–2010
- Construction – 2010-2013



Plaza/Corridor Benefits

- Improves national security
- Reduces border congestion
- Creates and preserves jobs dependent on efficient cross-border movement
- Improves traffic safety
- Improved access to downtown
- Creates jobs during construction
- Creates opportunities for business development and expansion

MDOT's Commitment to the Community

- Work in partnership with the City of Port Huron, other public agencies, and the community to address short and long-term project impacts
- Minimize impacts on adjacent neighborhoods
- Minimize traffic impacts during construction



Questions

